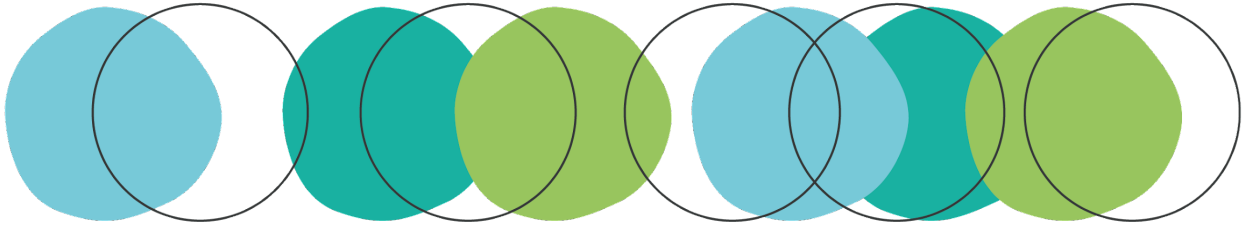
Ballybrack Underpass Consultation Report



Dún Laoghaire-Rathdown Ballybrack Underpass Public Consultation

Summary Report - August 2023

dlr Comhairle Contae County Council

Connect the Dots

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Introduction

Dún Laoghaire-Rathdown County Council (DLRCC) commissioned Connect the Dots to carry out a public consultation survey and workshop to gather views, opinions and concerns of the Ballybrack community regarding the underpass under Churchview Road and Pinewood. DLRCC have been aware of the safety concerns related to the underpass and are therefore seeking input from the local community on whether it should remain open, should be closed altogether or reimagined for a different purpose. This stage of consultation is to hear from the community and gather information which will aid DLRCC in making an informed decision on the future of the underpass.

The following report outlines the key themes and outcomes of the public consultation survey and workshop session.

Photo of the Underpass under Churchview Road / Pinewood

Map Location of the Underpass under Churchview Road / Pinewood

Methodology & Timeline

Methodology: About the survey

Connect the Dots designed a consultation survey, to be completed within 5 minutes, in order to gather the opinions of the local residents and community members on the Ballybrack Underpass at the junction of Churchview Road and Pinewood. Respondents were asked about their **preferred route across the junction**, **why they chose that route**, their **thoughts on the underpass**, their **ideas for the underpass** and further demographic questions such as age and area of living which were not required to be filled in. See **Appendix 1** for a full list of survey questions. The survey was also used as a form of registration for the in-person workshop session held as part of the consultation.

A total of **300 survey submissions** were received; **281 online** surveys and **19 hard copy surveys**.

Comms & Outreach

A consultation poster and social media image was designed by Connect the Dots and distributed by DLRCC through social media channels such as Facebook, Instagram and Twitter. The poster was displayed around the Ballybrack area. A separate workshop poster and social media image was also designed and distributed similarly. See **Appendix 3 and 4** for the outreach posters. Hard copy surveys were printed and available at The Church of the Apostles in Glenageary, Ballybrack for participants who preferred not to fill out the survey online.

Workshop Agenda

Agenda	
Arrive	**Taking seats, teas, coffee, snack**
Intro/ Welcome	**Welcome and Introductions of DLRCC & Connect the Dots**
Presentation	**Overview of the project plan**
Participants Introduction	**Introductions around the room of participants**
Worksheet Activities	**Activity points** ***Part 1 - The Underpass:*** ***Open/Closed/Open for something else*** ***Part 2 - Effects on the rest of the community*** ***Part 3 - Ideas input***
Close	**Final Questions & Answers session and Closing**

About the Workshop

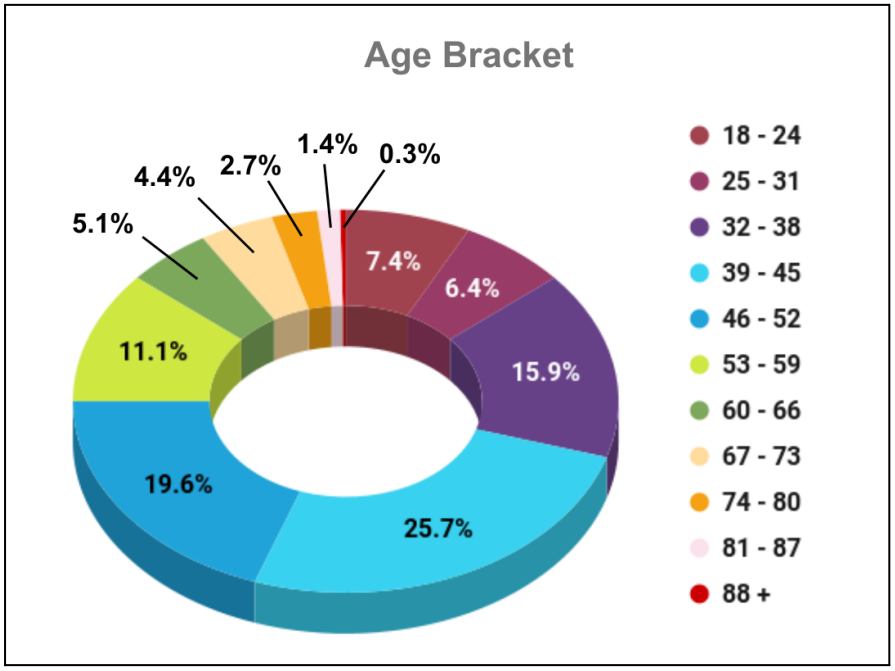
The in-person consultation workshop was held at the Ballybrack Project Centre on Saturday the 10th of June 2023 between 1pm and 3pm. Using the consultation survey, 21 respondents registered

interest in the workshop however, due to participant cancellations a total of 6 participants joined the workshop session.

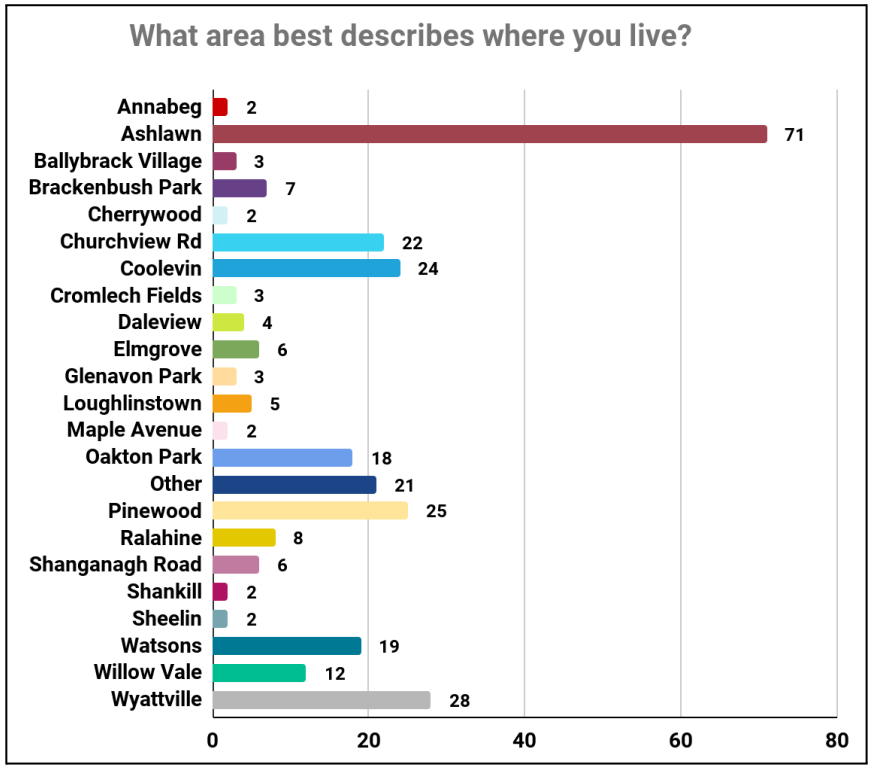
During the workshop session the participants collectively worked through three different worksheets, going through their reasons for choosing to close the underpass, keep it open or have it used for another purpose. Attendees were also asked to imagine how the changes would affect other members of the community i.e. children, older people, persons with disabilities etc. and give their own ideas for reimagining the space. See **Appendix 2** for the designed worksheets used during the session.

Results: The Survey

About the participants



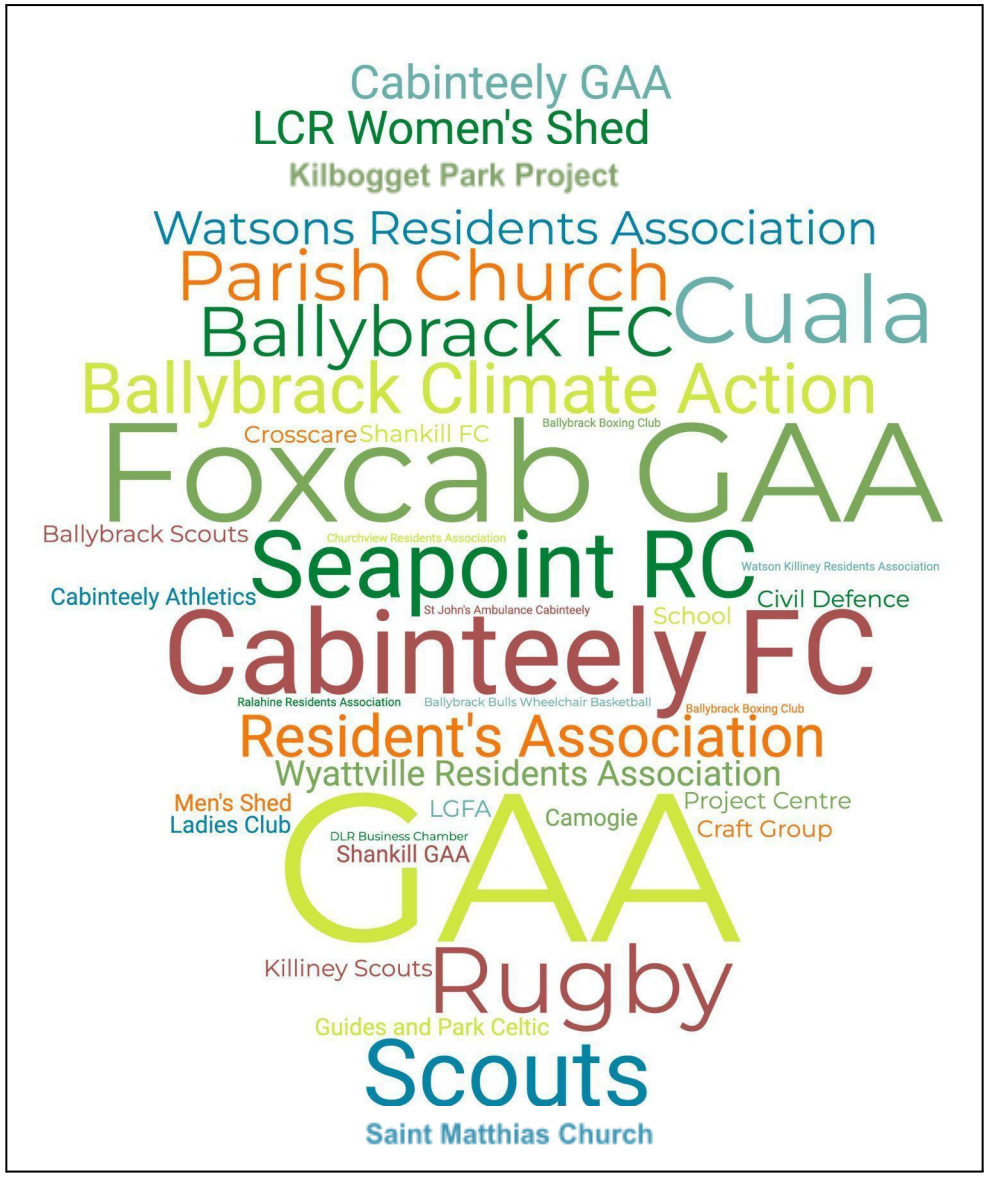
In order to ensure even representation, respondents to the survey were asked to select their age bracket if they felt comfortable. The above graph shows the age bracket choices of **295 survey responses**, while 5 respondents left the question blank. The highest representation was seen between the ages of 39-45, while the lowest represented respondents were between the ages of 74 and above.



When asked about their area of living, respondents were given the choice between Ashlawn, Churchview Rd, Coolevin, Elmgrove, Pinewood, Ralahine and Willow Vale with a final option *Other* where they could insert a separate option. The above graph represents all

answers submitted. Other answers included Dale View, Maple Avenue, Shankill, Sheelin, Brennanstown, Dun Laoghaire, Glasthule, Gleantann, Glenageary, Hollycourt, Johnstown and others. There was significantly more representation from those in the Ashlawn area followed by Wyattville, Pinewood, Coolevin and Churchview Road.

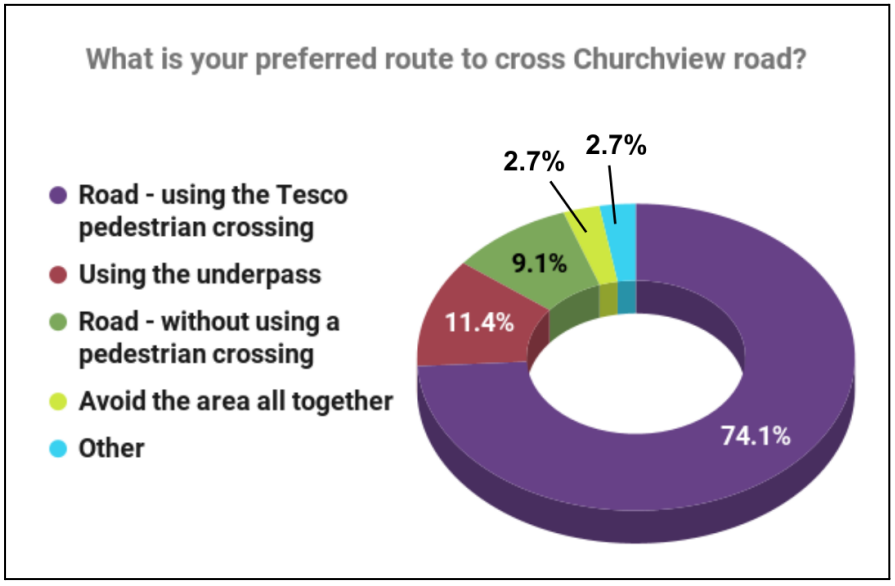
Respondents were also asked if they had any affiliation with community groups or clubs e.g GAA, Scouts/Guides, residents groups etc. The following word cloud represents the groups and clubs submitted by approximately 54% of respondents. The remaining percentage left this section blank or specified that they were not affiliated with any community groups or clubs.



About the Route: Preferred route to cross

Respondents were given 5 options when asked which route they preferred to cross Churchview Road:

1. Road - using the Tesco pedestrian crossing
2. Road - without using a pedestrian crossing
3. Using the underpass
4. Avoid the area altogether
5. Other (with space provided to insert an alternative option)



The above graph shows the percentage of selected options. The majority of respondents prefer to use the pedestrian crossing at Tesco (74.1%), followed by 11.4% who prefer using the underpass, 9.1% who prefer using the road without a pedestrian crossing and 2.6% who prefer to avoid the area altogether. Other options submitted were by car, at the Ashlawn entrance, using both the underpass and the pedestrian crossing and at the lights at the dual carriageway.

Reasons for crossing this way

Road - using the Tesco pedestrian crossing

Safer (124)[1] - Anti Social Behaviour at the Underpass (41) - Convenience (18) - Traffic lights (16) - Easier (14) - Quicker (9)

A key recurring theme among responses from those who prefer using the Tesco pedestrian crossing was that it was the **safest** route to take. Due to the general perception of the underpass as an area of constant **anti-social behaviour** and the convenience of the **traffic lights** at the crossing, in order to cross safely with younger children and for those with mobility issues, the Tesco pedestrian crossing is used as a **simple**, **quick** and **convenient** route for crossing the junction.

→ *"Because it's the safest way to cross."*

[1] *Bracketed numbers refer to the number of mentions across all 300 survey submissions.*

→ *"There is lots of broken glass in front of/ in [the] underpass and my dog can be easily injured. Also I avoid [the] underpass when I'm with my children because of smell of urine, Tesco trolleys and rubbish, graffiti. I don't want that my young children see this type of graffiti. It's a dark place and it looks unsafe in the late evening or night. It attracts antisocial behaviour."*
→ *"It's more convenient than using the underpass and I have a child who is a wheelchair user and the slopes in and out of the underpass are quite steep. Also there is often broken glass and other debris in the underpass which could damage his tires."*
→ *"That is what the traffic lights are for"*
→ *"Easiest and fastest way to cross"*

Using the underpass

Safer (13) - Quicker (11) - Easier (5) - Best way (3) - Convenient (2) - For cyclists (2)

For those who choose to use the underpass they also find it the **safest** option due to the traffic from cars and cyclists on the road at the crossing. It was also found to be quicker and easier than waiting for the lights to change making it a convenient shortcut. It was also noted to be a good route for children going to school and cyclists.

→ *"It's safer and it's faster. Great for kids as well as cyclists."*
→ *"quick and easy no traffic lights"*
→ *"No speeding cars, no boy racers, nobody driving on phone ignoring pedestrians. Not going to be knocked down."*
→ *"Uninterrupted travel"*
→ *"Because it's safer, too many cars going in and out of tesco carpark. Been hit by a cyclist crossing the road at the green man."*

Road - without using a pedestrian crossing

Quicker (8) - Easier (6) - Convenient (6) - Safer (5) - Busy

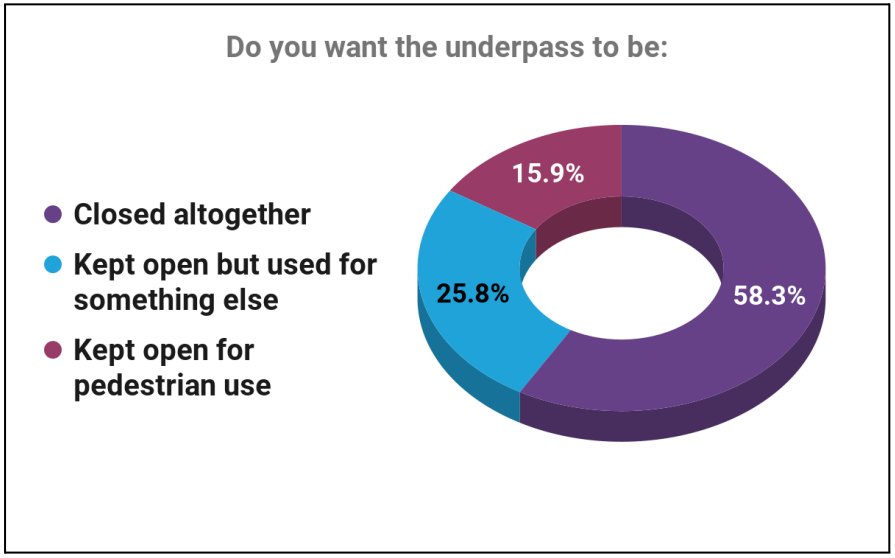
Those who choose to cross the junction without the aid of the underpass or the pedestrian crossing at Tesco generally chose to do so because it is quicker than waiting for the traffic lights, easier and more convenient due to the busyness of the pedestrian crossing and safer than dealing with the dangers of the underpass.

→ *"Easier and sometimes safer also it's quicker"*
→ *"It's closer for me to cross at the road after the traffic lights"*
→ *"Most convenient, road usually not too busy that pedestrian crossing is necessary."*
→ *"Quicker than going under. Worried about going through at night."*

Avoid the area altogether

The small percentage of respondents who choose to avoid the area altogether gave no reasoning for choosing their route.

About the Underpass



The majority of respondents chose for the underpass to be closed altogether (58.3%), followed by 25.8% who chose for it to be kept open but used for something else and lastly to be kept open for pedestrian use (15.9%).

When asked about general **thoughts on the underpass,** over 90% of respondents submitted negative comments and concerns around the area. It was labelled as an area filled with **antisocial behaviour** that is constantly **dirty** with litter as if used as a dumping ground even after being cleaned by local community groups (e.g Ballybrack Climate Action Group). It is seen as a hangout area for **troublesome teenagers** and people doing **drugs** and **drinking alcohol**. Many also noted the **bad smell** of urine in the tunnel from the area being used as a **toilet** due to the underground concealment and it not being well lit. This darkness brings a sense of **danger** and unease where many in the community feel it is unsafe to walk through. To add to the danger, **glass bottles** are also frequently broken along the path making it a hazard for cyclists and wheelchairs. Items are constantly set on fire, most recently reported were shopping trolleys from the nearby shop. These were also raised as concerns for the considerable amount of expenses incurred by the emergency services who are often called to deal with these issues.

The underpass was also commonly referred to as an **eyesore** in the community and that it was unnecessary since the pedestrian crossing exists. Other descriptions submitted included unattractive, a waste, depressing, threatening, a health hazard, inconvenient, creepy, intimidating, noisy, neglected, dodgy, redundant, scary and disgraceful.

→ *"Filthy dirty, smells of urine , broken glass and some very dodgy characters hang in it are around it's surrounded area , not a safe place , attractive for gangs of youths to drink /drug take causing antisocial behaviour"*

→ *"It encourages antisocial behaviour. No matter how many times it is cleaned up, it gets destroyed e.g lighting fires, broken bottles, public urinal. You can't walk through with your pets because of the glass and I am too nervous to use [it] at night or sometimes during the day if there is a gang there."*

→ *"It's an eyesore, it's dangerous, not needed with the pedestrian crosses and a magnet for antisocial behaviour."*

Key word descriptions from submissions to question "What do you think about the underpass under Churchview Road / Pinewood?"

There were 19 positive responses on the underpass who felt that the route was good for children going to school, older people and parents with prams and that only minor improvements were needed to maintain the area such as cleaning, planting and surveillance.

→ *"I think it helps a lot of kids to get to school and parents to bring their kid , But I think if it got done up, it will be nicer"*

→ *"It's always been the safest way to cross for young children and old folks also"*

→ *"I think it is a perfect solution for road safety and now with the new road layout it is badly needed."*

→ *"If it was managed correctly with proper lighting and CCTV it will work for everyone. People that don't use it don't want it so it's silly to ask everyone to decide as this will remove a safe option for crossing the road. The council obviously have plans for the field at the top of Ashlawn and this underpass is in the way."*

→ *"It's widely known that the whole place needs re-generating with fresh paint, proper lighting inside and out, better draining system, better finished surface to walk through and some form of barriers to protect from people dumping and in some cases even bringing cars and motorbikes in."*

→ *"If it can be cleaned up there's nothing wrong with it. Stronger Garda presence when anti social behaviour occurs should be fine"*

→ *"Useful for people with kids, prams etc."*

Ideas for the Underpass

Close it altogether

Most ideas given for the underpass were various ways of closing it. Options suggested were to block it off, brick up the entrances, fill in the tunnel (cement or soil), level out the entire sloped area and install doors or gates to the entrances. Concerns were raised that any other reimagination of the area would attract even more antisocial behaviour than currently present.

- → *"Best to be closed off. Including the steps at the pinewood side removed - these also attract people congregating there and causing trouble."*
- → *"Close completely. No good will come of it."*
- → *"It should be filled in, rather than simply closed Otherwise the antisocial behaviour will continue"*
- → *"Secure both entrances with concrete and level out the depressions on either side of the road"*

For the youth

Other than ideas for closing the underpass, most responses suggested transforming the area into a space for the community of youth in the area, especially for those who are not involved or interested in local sports. It could also additionally provide alternative entertainment opportunities for the anti-social youth. Specifically mentioned were a youth centre, a scouts den, a drop-in centre for young people, a youth diversion centre and a social hub. Commonly referenced was a hang out space for youths with amenities such as a pool table, a table tennis table, darts, sofas/seating, a kitchen and a space for workshops. It was also suggested to have some level of supervision present for example in the form of a youth worker. A skatepark or a similar facility for rollerblading was also commonly suggested.

- → *"Could it be turned into something for the entertainment purposes of young people, like a skateboard recreation area. There is very little to occupy young people in the locality who are not involved in team sports. Obviously the route to the Church would have to be closed off."*
- → *"Created into a space that can be used by communities youth as there is much not in this area for older end of teenagers , a building with snooker tables , dartboards , sofas, small kitchen make tea and toast etc , important courses to be run out of it , counsellor service , run by outreach workers and lock up by a certain time at night"*
- → *"Something social for teenagers"*

For the community

A space for the general local community was also frequently mentioned such as a community centre/room for local community groups with activities such as drama and music. A place for locals to gather that could potentially also act as a recreation centre. Other specific ideas were to repurpose the underpass into a coffee shop or a community market for nearby residents or to introduce a

seating area for older people. It was noted though, that the development needed to be closed and secure after dark.

- → *"Perhaps put a community centre or Some other community based facility in there."*
- → *"I would love to see a little community market to take place there I think it would be valuable for residence especially those elder not on social media to buy secondhand new or handmade products but on tables not the ground as this would be like a junk market and if rates kept low be a perfect commodity for ballybrack and surrounding areas"*
- → *"Perhaps a coffee shop could go there"*

Enhancements

Many submissions suggested visual enhancements for the area such as art installation and displays in the form of murals or graffiti, something that could potentially involve the community or the youth as well as brighten up the underpass.

Landscaping was also referenced in multiple responses for the surrounding green with ideas including a micro park, an ecological area, a community garden or simply the planting of plants, vegetables, flowers and shrubs. A submission made by a representative from the Ballybrack Climate Action group also included the suggestion of a greenhouse installation involving the community in growing food and planting.

To enhance the feeling of safety in the area, an increase in lighting and security was also mentioned using CCTV or garda patrols. These would also deter antisocial behaviour and upgrade the underpass.

These were suggested for both cases where the underpass could remain open but improved or closed off yet still enhanced.

- → *"Bright lighting especially after dark and in the winter. CCTV. Murals inside and outside. Landscaping around it with seating for young people to hang out."*
- → *"Art initiative projects from local artists"*
- → *"I wrecking the DLR county council should get cameras put up on the poles so youths can't drink in there and so they are monitored and lights inside like their used to be and wooden flowers boxes should be put at the entrance of it and maybe in the arch as well so the community can plant flowers themselves"*
- → *"Something to do with biodiversity like growing plants vegetables and also to teach adults and children how to grow vegetables and plants"*

Other ideas mentioned

- Homeless Centre
- Pantry
- Play Area
- Bike Hub
- Small Business/Takeaway
- Cultural Space
- Public Services Office
- Older Persons Centre
- Skatebowl
- Storage

- Counsellor Service
- Men's Shed
- Gym

→ *"Men's shed, bike repair workshop that could be a youth outreach project turn it into something that could have a positive effect on antisocial behaviour in the community."*
→ *"Something like the bike hub would be great in there as there is a lot of people cycling in the area and with the new cycle paths going in I'm sure there will be a lot more"*
→ *"Could be used for a free weekly dry food pantry to help people struggling to feed themselves and their children"*
→ *"The parks department could use it to store Items or if there is roadworks going on, cones etc could be stored there."*
→ *"I don't see any use for it but would it become an eyesore if closed? Perhaps a sloping mini park could be developed instead?"*

To be kept open

A number of responses suggested that the underpass be left open with minor improvements such as cleaning and maintenance. Some of these were due to concerns over traffic concerns such as accidents on the roads and congestion from new developments. Others believe that it contains and restricts the antisocial behaviour to a specific area.

→ *"I think it should remain as it is, it has been there for a very long time and may have saved many a child's life. I lived in Wyattville growing up and witnessed two fatal road traffic collisions of a boy of around 12 and a girl of 15. Even if it saves one live, the underpass is an asset, particularly for school children."*
→ *"Keep it open"*
→ *"Leave it. It keeps the criminal youths in one place."*
→ *"could be kept clean and make use of it"*
→ *"Structurally it supports the road and any modification to this would require engineering works. The junction construction has already bottlenecked the area for several months, and multiple construction projects have their workers parked in any available spot. It needs to stay as is until this congestion is eased or else the entire area will become inaccessible"*

Results: The Workshop

A total of 6 participants were in attendance at the in-person workshop held at the Ballybrack Project Centre. The group were mainly residents from local areas nearby the underpass. The participants were brought through 3 worksheets and the following section outlines the key outcomes of this session.

Worksheet 1 - Do you want the Underpass to be:

As an introduction activity, attendees were asked whether they personally wanted the underpass to be closed, kept open as it is currently or kept open for something else. They were also asked to think about whether antisocial behaviour would cease completely if closed and why or why not. There were varied opinions between wanting it to be closed completely and wanting to see what could be done before resorting to closing it. General reasons for wanting it closed were similar to survey submissions, due to the antisocial behaviour present and the poor maintenance. It was noted that the antisocial behaviour most likely wouldn't stop unless the surface was levelled without a slope. One attendee had contrasting views and experiences with the underpass and noted that though they live locally and use the route as a shortcut from the N11 they hadn't had any negative experiences from the underpass.

Worksheet 2 - Effects on the Community

Attendees were then given 4 groups of people in the community that may also be affected by changes to the underpass and were asked to note these affects by imagining themselves as part of these groups. Groups given were Primary School/Secondary School Teenagers, Persons with Disabilities, Older people and Young adults. An *Other* section was also included for alternative groups.

Primary School/Secondary School Teenagers

For students in primary school and secondary school, the traffic lights, pedestrian crossing and Council School Warden are sufficient enough in replacing the underpass route if closed completely.

Notes:

→ "Used some of the time. Maybe by parents encouragement as they may call them from the other side"

→ "They could use the traffic lights, if closed"

→ "For road crossing, there is an alternative path so it's just be changing crossing habits"

→ "School children use it in groups with the parents - lollipop lady there, if it's gone they wouldn't miss it Antisocial teenagers might miss it"

→ “Not suitable for young people, children. Drugs, glass, smell. Has a lollipop lady to help cross over”

Persons with Disabilities

The current state of the underpass with broken glass, litter and antisocial behaviour makes it unsuitable for wheelchair users and the wheelchairs themselves. The uneven ground is not wheelchair friendly, however the slope has potential to be more beneficial than the traffic light crossings in the case that the lights change too quickly for those with disabilities to cross safely.

Notes:

→ “Wheelchair users would have issues with broken glass and first & rubbish on the ground. Also I would imagine they feel unsafe. Best option is to close”

→ “The slopes are lower and more gradual for mobility limitations or disabilities such as wheelchairs, so I would see it as a good alternative, if anyone is self conscious or nervous about how fast they're able to cross at a light and potentially hold up traffic. No sense of external pressure from vehicles (road vehicles)”

→ “Lights maybe changing too quickly if underpass is gone for people with disabilities”

→ “Place for people with disabilities to use as a drop in centre. This would be a positive for them. Closed will not affect the crossover, lights and ramps on there already

→ “Uneven ground. Not wheelchair friendly”

Older people

It is unsafe and unattractive for older people to use the underpass as it is too dark and the uneven ground can be a hazard for walkers. Older people would be too afraid to use this route anyway.

Notes:

→ “If closed I think older people would be happy to use the traffic lights. I would think they would feel unsafe using it anyway. Ground is uneven and it's very dark”

→ “I would be scared of the potential for hidden figures to jump out and rob them potentially or have a trip/slip and be stuck without external aid. Trip hazard down there for elderly & disabled”

→ “Wouldn't use it, the ground is uneven. A trip hazard for those with wheelchairs and walkers”

→ “Unsafe for older people to walk - older afraid to use”

→ “May be afraid to use it. Is very dark and dingy. Uneven ground no likes of walkers and aids would be a trip hazard”

Young adults

Most young adults associate the underpass with antisocial experiences and suggestions to close the area brings hope that this behaviour is minimised as a result. The traffic lights are a sufficient alternative for them.

Notes:

→ “If closed they could use the traffic lights”

→ "Summer time, less bad. The antisocial persons are in the fields in Ashlawn or the beach. Stop those who are antisocial behaving. Would be stopped if it was a proper building, could be a positive. Afraid to use, get beat up"

→ “Anti social attraction. Attracts the bad more than the good side. Fires started. Trolleys taken from Tesco and kept in tunnel”

Other

Tourists, dog walkers, cyclists, joggers, and business owners were others who may or may not use the underpass route. **Tourists** may be surprised at the state of the underpass though they would not be hugely impacted by any changes to it. **Runners, joggers** and those doing exercise may use the underpass as an uninterrupted route rather than waiting for cars and traffic lights and therefore would need to stop if the route was closed. **Dogs and dog walkers** would have difficulty using the underpass with concerns for the broken glass on the floor cutting their paws. **Cyclists** would benefit from the route being enhanced with road improvements or markings. Lastly, **businesses** themselves wouldn’t be largely affected by the closure of the underpass though business owners might like to see the antisocial behaviour addressed due to trolleys being vandalised in the area.

Notes:

→ "Tourists - being surprised by it. Minimal impact.”

→ “Joggers, walkers, people doing cardio - Joggers might use it cause they wouldn't have to stop jogging.”

→ “Dog walkers have to look for glass when using it.”

→ "Dog owners, glass is not safe. As dog walkers always would have to look for glass before using. Don't want their paws to be cut”

→ "Dog owners. Afraid of injury to paws.”

→ “Cyclists wouldn't use it, they would if it was levelled.”

→ “Cyclists would benefit if the road was smoothed out & had added bike lanes”

→ “Business owners, doesn't affect them, would like to see it gone, their trolleys are always found there"

→ “Won't affect local businesses. Might be happy it’s closed so trolley won't be taken & dumped"

Worksheet 3 - Ideas Input

For the final activity, attendees were given the opportunity to input ideas for all three scenarios where the underpass could be closed, kept open as it currently stands or kept open for something else. Examples and images were given in an accompanying worksheet to initiate ideas. Examples included Art/Graffiti, Reimagined coffee shop, CCTV/Security, a Community room with pool table and dart boards etc., a Community centre room, Gated entrances, Boarded up entrances and cement filling in the underpass.

To be closed ➜

- **Gated up:** Attendees agreed that gates would be unappealing and would still attract antisocial individuals hanging around but could be installed if done tastefully.

- **Boarded up:** Similarly to being gated, attendees weren't happy with the idea of boarded entrances with concerns for the boards being broken down and set on fire as well as being another eyesore.

- **Filled in:** The group agreed that if the underpass was to be closed, the best way would be to fill it in and level it out. Filling in the tunnel would be one thing however, the potential for antisocial behaviour to continue on the slope by the entrances still remains as well as the risk of children falling down into the underpass. It was additionally suggested to landscape around the area that is filled in and possibly widen the road on top.

- **Security/CCTV:** As referenced in Worksheet 1 results, it is believed by attendees that the antisocial behaviour has the potential to continue if the underpass is not closed and levelled out completely. In this case, security and CCTV is needed to mitigate these risks. It was also noted that garda patrolling is not reliable and that the CCTV would only be beneficial if the area was turned into a purpose-run building or development.

To be kept open for pedestrian use ➜

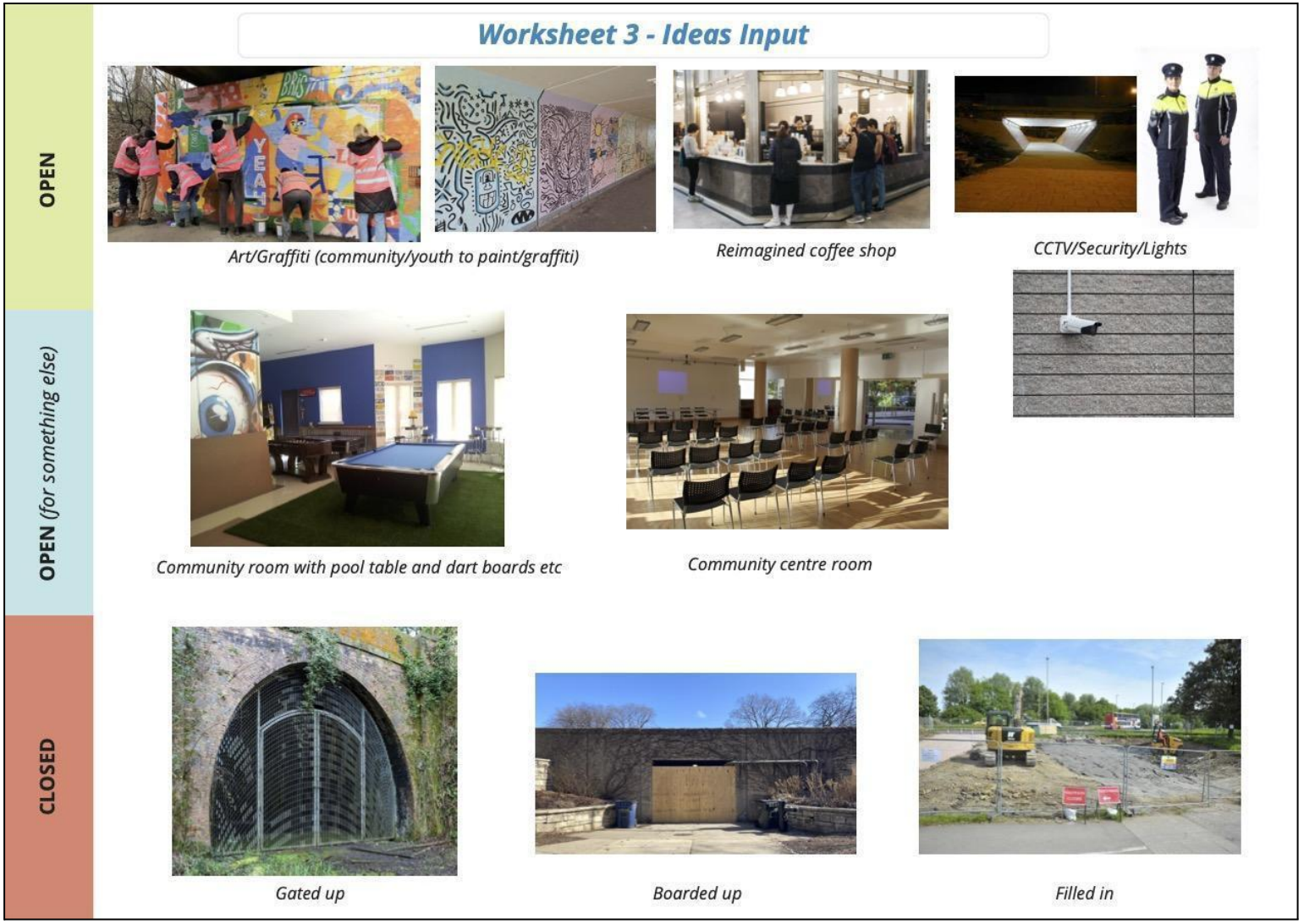
- **Art/Graffiti:** Attendees liked the idea of enhancing the area with art and colour, especially if involving the community and local youth however, were not optimistic about the maintenance due to previous efforts being vandalised. From past experience, the area was still too dark with insufficient lighting and any new art installations would not last very long and would only discourage the community.

- **Security/CCTV:** In the case that the underpass be kept open for pedestrian use, safety was the most concerning issue which further highlighted the need for security/CCTV. It was noted that security needed to be considered in tandem with anything beyond a full closing of the route but policing wasn't sufficient enough. Specific suggestions

included sensor-lights that turn on when people pass through or a local sound that would stop people from hanging around the space (inspired by a similar installation on Bray Road in Cabinteely).

To be kept open for something else ➜

- **Community Centre/Room:** Attendees believed that one of the best uses of the space, if reimagined, would be for the community, in the form of a community centre or community room. Suggestions for this space included a pool table, dart boards, a kitchenette, a climbing wall and a soft play area for young babies. The space has potential to play a similar role to the Ballybrack Project Centre where different community groups of all ages can use the building for uses such as workshops, community group courses, exercising and social gatherings. Difficulties with this development that were noted were fire certificates, insurances, ownership and maintenance costs. An attendee also mentioned it would only work and be beneficial if there is paid staff running the building.
- **Men's Shed**: Similarly to the community centre, most attendees agreed with the idea of a Men's Shed specifically being run out of the underpass space. A space for retired men to run gardening courses and also providing an opportunity to take care of the surrounding area.
- **Reimagined Coffee Shop:** A local business like a coffee shop was noted to be beneficial for the community as a space for people to meet up, especially if made dog friendly and community based. Concerns were for issues with internal storage and renting.
- **Playground/Creche**: Additional suggestions included a creche or an outdoor playground for younger children to support young mothers.
- **Security/CCTV:** In the case that a building is developed in repurposing the underpass, the need for Security and CCTV was highlighted for the development to be effective.
- It was also noted that if kept open, it would need to be a purpose-run building coming out the front of Ashlawn and expanded upwards, a development that could be closed and locked up in the evenings and when not in use. See Appendix 5 for a development diagram drawn by a workshop attendee.



Worksheet 3 - Ideas Input (Accompanying examples and images)

Conclusion:

Summary of Findings

Based on results from those who participated in this consultation survey, 74% of people in the area currently use the route at the Tesco pedestrian crossing to pass the junction. General views of the underpass are negative due to high levels of antisocial behaviour that are evident to the whole community with the lack of support in maintenance and surveillance. It is widely regarded as a dangerous area with litter, broken glass, fire, vandalism, drinking and drugs. A portion of the local community (11%), however, find the underpass as the most convenient route. Reasons cited for using the underpass include a safer and quicker route to cross the road, particularly for vulnerable road users such as school children, cyclists and wheelchair users.

Most respondents would like the underpass closed (58%) or at least repurposed to be used for something else of use to the local community (26%), though concerns were also raised for whether any new development would encourage further antisocial behaviour. Strong suggestions were also made to carefully consider how the underpass would be closed for the same concern, as certain ideas may prove to be counterproductive (e.g boarded entrances being vandalised and set on fire). Security and CCTV is a major concern and suggestion which the community feel is needed regardless of the outcome of the underpass.

Appendices

Appendix 1 – Hard Copy Survey

Appendix 2 – Workshop Worksheets

Appendix 3 – Consultation Poster & Social Media

Appendix 4 – Workshop Poster & Social Media

Appendix 5 - Development Diagram Drawn by Workshop Attendee